

Abstract:

The Sagrera, a district in transformation.
The opportunity of the AVE's new station.

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The connection of high speed between Madrid and the French frontier will be very important for Barcelona, specially for the places where the AVE will stop. One of these stopping-places will be the future station of Sagrera that is situated in the north-east of the city. The Sagrera will be the central railway station of Barcelona. At present, this station is only used by a few good's trains.

This thesis is an analysis of the effects that the Sagrera will have with the high speed's arrival. The thesis explains the reasons that have made to situate the stations in this city's district and the different studies and projects like urban and railway's planning, which have been made until now. It also explains in detail the actual urban and railway's planning. Another subject is the future station project, and its connection with the different ways of transport because this point is very important for the high speed's integration with the other transport's network. Finally, the thesis analyses the possible impacts that the district may have in the future and the neighbour's participation in the project with their institutions.

Actually, the place where will be the new station (RENFE's property) is a neglected and degraded zone. In this place there are still the railways and the old naves for the good's trains. Also, there are another neglected factories around this place that will be included in the urban reform. The presence of the railways in this city's place has influenced in its urban and social development, because they have been a barrier between the districts of Sant Andreu and Sant Martí. We can see this aspect in the urban weft because the two districts have a very different forms.

With the help of the high speed is wanted to make a big urban change in the zone, about 230 ha. The new activities in this place will be residential and tertiary mainly, so these activities will be very different that the presents. Another element of the urban planning is the Lineal Park, that will be the biggest Barcelona's green zone with 43 ha. The Lineal Park will be situated above the platform which will cover the railways, between "Bac de Roda" bridge and the "Nus de la Trinitat". The cover of the railways will eliminate the barrier that they are now, and will reduce the train's acoustic impact.

The new station will be structured in three levels and will be buried; the hall will be outside, above the three levels. The design is the same as the new high speed railways, i.e., with vertical connections, since the displacement of people in this way is more effective inside the station, at the same time, the land's affectation is smaller. In Sagrera station will stop different ways of transport, on the one hand the AVE, and on the other hand: RENFE's "Rodalies" and "Regionals" trains, the underground's lines 4 and 9, buses and coaches stations, taxis and also there will be a parking for private vehicles. Because of the new station some of these networks will have a very important reform, as the services of "Rodalies". The high speed's success depends to a great extent of an adequate solution of the transport's connections for winning the greatest number of travellers.

With the AVE's arrival to Barcelona and La Sagrera, is wanted to impulse a project of urban renovations that will bring important improvements in the zone and in the city too, it will be converted in a new attraction and increasing area.